

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,284 號肆十捌百貳千壹萬壹第 日式格月捌年六十二緒光 HONGKONG, FRIDAY, OCTOBER 5th, 1900. 伍拜禮 號伍月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

WATSON'S VIN DE QUINQUINA.

Invaluable TONIC and RESTORATIVE especially adapted for convalescents from MALARIAL FEVERS and other CLIMATIC DISEASES.

A. S. WATSON & CO. LIMITED,

ESTABLISHED 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS'

KILMARNOCK WHISKY.

This World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

142

HONGKONG HIGH-LEVEL TRAM COMPANY, LIMITED.

WEEK DAILY

7.45 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.15 a.m. Every ten minutes

9.15 a.m. to 10.0 a.m. Every quarter of an hour

10.0 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.15 p.m. Every quarter of an hour

12.15 p.m. to 1.0 p.m. Every quarter of an hour

1.0 p.m. to 1.45 p.m. Every quarter of an hour

1.45 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.15 p.m. Every quarter of an hour

3.15 p.m. to 4.0 p.m. Every quarter of an hour

4.0 p.m. to 4.45 p.m. Every quarter of an hour

4.45 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.15 p.m. Every quarter of an hour

6.15 p.m. to 7.0 p.m. Every quarter of an hour

7.0 p.m. to 7.45 p.m. Every quarter of an hour

7.45 p.m. to 8.30 p.m. Every quarter of an hour

8.30 p.m. to 9.15 p.m. Every quarter of an hour

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4.45 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.15 p.m. Every quarter of an hour

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAK'S, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

41a

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria Hotel)

89a

THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

Dr. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting article on

"WHAT SHALL WE DRINK?"

in which he says—

"The great question of these tropical days is 'What Shall We Drink?' I think all medical men are agreed that the less alcohol we consume in hot weather the better for us. Even light beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little Bovril (cold of course), made in the ordinary way, and added soda water. I have found this drink sustaining and pleasant."

WATKINS, LIMITED,

AERATED WATER MANUFACTURERS.

1112

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL

MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN

MERCHANT NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-

WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

1215a

HOCKS AND MOSELLES

DIRECT FROM AND BOTTLED BY

DEINHARD & Co., COBLENTZ.

OPPENHEIMER LAUBENHEIM NIERSTEIN GRAACHEL (Superior) BODENTHAL HOCHHEIMER

STEINWEIN (Bock Bottles) SPARKLING MOSELLE (Crown Label) SPARKLING HOCK (Crown Label) SPARKLING HOCK (Black Label) LIEBFRAUMILCH

Telephone 75. 15, Queen's Road.

Messrs. DEINHARD & Co. have presented 1,000 bottles of their Sparkling Hock to the German troops proceeding to China, which were graciously accepted by the GERMAN EMPEROR.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

34a

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

55a

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 8 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE

FURNISHING DEPARTMENT.

LANE, CRAWFORD & CO.

1689a 32a

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

33a

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARDED) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

39a

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

2199a

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to

THE IMPERIAL and ROYAL COURT at BERLIN.

THE IMPERIAL ROYAL COURT of AUSTRIA.

THE IMPERIAL COURT of RUSSIA.

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CARLOWITZ & CO., Sole Agents.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD BUTCHIE.

DODWELL & CO., LIMITED, General Managers

37a

NOTICES OF FIRMS.

NOTICE

NOTICE is hereby given that as from the

1st October, 1900, Mr. HENRY

PERCY WHITE has been ADMITTED

into PARTNERSHIP by the Undersigned.

DOUGLAS LAFLAICH & CO.

Hongkong, 1st October, 1900.

2543

NOTICE

MR. R. LENZMANN has This Day been

AUTHORIZED to SIGN our Firm by

PROCURATION.

CARLOWITZ & CO.

Hongkong and Canton.

3rd October, 1900.

2571

NOTICE

THE "BOA VISTA" HOTEL have been

appointed AGENTS for the Hongkong

Daily Press, Hongkong Weekly Press, and the

Chronicle and Directory for China, Japan,

&c., at Macao, and they are authorized to

collect all accounts due to the Daily Press

Office on and after this date.

A. CUNNINGHAM,

Manager.

Hongkong, 4th October, 1900.

2573

W. B. BREWER & CO.

NEW STOCK.

Sandow's Grip Dumb Bells ... \$8.50

NEW BOOKS AND NEW EDITIONS.

European Settlements in the Far East ... \$ 3.50

Gold Docks of the War ... 2.25

Croquet Up-to-Date ... 3.50

London to Ladysmith via Pretoria ... 6.50

China of To-day: The Yellow Peril, Paris ... 1 to 3

China the Long-lived Empire, by Seid ... 35 cts. each

more

The Overland to China, by Colquhoun ... 9.50

Through the Yangtze Gorges, by Archi- ... 2.25

bald Little ... 4.50

The Catacombs of Paris ... 1.50

Between two Fires: A Story of the Boer ... 6.50

War ... 6.50

Red Pottage, by Chobomdeley ... 6.50

Bretschneider's Map of China ... 10.00

SEN'S STAMP ALBUMS ... 3.50 & 10.00

Indian Cigars—Lambert and Butler's Tobacco ... and Cigarettes.

27 & 28, Queen's Road, Hongkong.

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Arrivals, Departures and other Shipping Intelligence will be found on pages 6, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1876 1889.

of Highest Quality and having Greatest Durability are there-fore CHEAPEST.

The Only Award Chicago, 1893

Numbers for use by BANKS:

Barrel Pens, 225, 226, 262

Slip Pens, 332, 333, 287, 106,

404, 7,000.

In Fine, Medium, and Broad Points

THE NEW TURNED-UP POINT, 1032, 283

GILLOTT'S PENS.

144

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.

A. S. WATSON & CO.,
LIMITED.

THE LEADING MANUFACTURERS
OF
AERATED WATERS

IN THE
FAR EAST.

THE MACHINERY in use is of the latest design and most up to date character. **ENGLISH EXPERTS** manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

THE WATER used is the purest in the Island, and is skilfully filtered on scientific principles.

We use only the best and most expensive ingredients, guaranteeing **ABSOLUTE PURITY.**

We quote **Special Terms** to large consumers.

A. S. WATSON & CO., LIMITED

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENT.
ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 9, PRAYA CENTRAL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 5th, 1900

ALL unbiased readers, we feel sure, will heartily approve of Mr. Osborne's motion, unanimously supported at the last Sanitary Board meeting, that the Government be asked to provide a suitable market in Tsimshatsui for the special convenience of Europeans resident on the Peninsula. That such a necessary building is not already in existence is a matter for legitimate surprise and complaint. It is an established and incontrovertible fact that markets, on whatever part of the island or mainland, have always been a safe and sound investment; while lately they have yielded almost phenomenal returns. The city of Victoria itself, in this considerable matter of market accommodation, is far from being satisfactory. The exorbitant rents exacted for dwellings fitted for Chinese of the respectable working and coolie classes, in the streets immediately off Queen's Road, have driven whole clans of these people higher up the hill. Tenements that formerly were almost exclusively inhabited by the poorer sections of the European community are now wholly monopolized by the native labouring classes. Carpenters, tinsmiths, bootmakers, washermen, and so forth, who of old were almost entirely located in and about the thoroughfares on the Praya level, have, in quite a number of instances, migrated up the hill, where landlords are less unreasonable in their demands. This somewhat sudden shifting of great masses of the population has brought in its train many attendant

disadvantages. The markets, which once were in the middle of their customers, are not now so central, so readily got at. Apparently, the Government has made no arrangement to meet this altered state of things. Time, labour, and money are each and all as valuable to the humble native toilers in Hongkong as to Europeans in Tsimshatsui; and the arguments, so vigorously and eloquently marshalled by Mr. Osborne, on behalf of the Tsimshatsui people, have equal weight and cogency when applied to Chinese needs in Hongkong. The people who on grounds of economy have been driven to live higher up the hill find their supplies of food much less accessible than when living in the neighbourhood of Queen's Road. In most cases, their precarious mode of livelihood forces them to get their slender stores of fish, flesh, and vegetables fresh for each frugal meal; and the time consumed in going to and fro to make these purchases several times each day is far from inconsiderable. To surmount this formidable difficulty, a number of pork-vendors and fresh fish hawkers carry their wares up the hill. In spite of the extra trouble this entails, apart from the serious risks incurred—for the hawking of live fish and unsalted pork is strictly illegal—their prices are practically the same as those charged at the stalls in the markets below. This should naturally arouse suspicion as to the quality of the commodities they expose for sale. To what a large extent this *pois-l'au-shing-i*, this shoulder-borne traffic, is prosecuted, and the law thereby set at naught, is evident to any one who cares to saunter through the quarters we are alluding to, either about 8.30 in the morning or between the hours of 3 and 5 any afternoon, when the Chinese are preparing one or other of their two chief meals. There cannot be the slightest doubt that a lot of meat and fish, otherwise unsalable in the Queen's Road markets, is thus got rid of by these enterprising individuals. These men generally gather at a crossing, whence they have an uninterrupted view up and down several ways of approach. On the occasional leisurely arrival of the European constable of the district, they disappear, as if by magic, down some of the neighbouring alleys and lanes, to re-appear when he is out of sight. They are fully acquainted with the deliberate, regular movements of the sleepy *lukong* and dreamy Indian policeman in the bent. Moreover, they are aided in their constant outlook for these "preservers of the peace" by mobs of sharp-eyed quick-witted *ngai-wong-tai* who infest such localities, and who are as alert as any London street- Arab or Paris *gamin*. A big part of this clandestine trade in fresh animal food would be at once and inevitably scotched if a market were erected anywhere on the levelled and vacant land to the east of the Tung-wa Hospital. This ought to be done straight away. The need is most urgent. While a permanent building was being put up, a temporary matchbox or wooden structure could be run up hard by, as any number of valuable sites are lying idle. The venture would be a paying concern from the outset. Fresh food can at least be inspected, and its sale regulated, in a public market, whereas, furtively sold at street-corners, it is beyond all efficient sanitary control. No her buyers nor sellers can be wholly blamed for existing irregularities; it is a convenience to the former to have articles of every-day consumption brought to their doorstep; it is a sore temptation to the latter to sell inferior food-stuffs that for sundry reasons they might find left on their hands in open market. The Government, or rather that Department of it whose duty it is to attend to the righting of such matters, deserves the gravest censure for allowing this discreditable and dangerous state of affairs to continue unnoticed and unremedied.

In another column appears a notice of the report of Mr. B. C. G. Scott, H.M. Consul General at Canton, on the trade of that place during last year. Mr. Scott, it will be seen, says:—"Statements have appeared from sources that should be responsible and well informed that the West River and Inland Water Navigation Regulations are of such a nature as to prevent the expansion of trade, while the prevalence of piracy, as it is somewhat exaggeratedly called, had practically put a stop to trade altogether. No doubt these statements have been made to some extent under the idea that exaggeration is necessary where change or reform is desired, but in this case it would seem that they have over-shot their mark, so wide are the real facts from those predicated." It would be interesting to know Mr. Scott's opinion on the complete withdrawal of the British shipping companies' steamers from the West River, which we announced yesterday morning. Where now is the "exaggeration," and what are the "facts"? We do not remember seeing the statement that piracy "had practically put a stop to trade altogether," but with regard to the working of the Inland Water Regulations the case of the complainants is established in such a way that even Consular Reports cannot shake it.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The Telegraph Companies informed us yesterday evening that all Japanese lines are now restored.

The two men charged with the murder of a coolie at East Point were again taken before Mr. Hazeland yesterday and committed for trial.

The German mail of the 23rd August and the English mail of the 1st September were delivered in London on the 25th September and the 1st October respectively.

We are informed by Messrs. John D. Humphreys & Son, General Managers of Oliver's Freehold Mines, Limited, that they have received a telegram from the mines, giving the result of last month's workings as follows:—435 tons of quartz crushed for a yield of 287 ounces of retorted gold; mill ran 26 days.

Yesterday morning Sergeant Garrod was in Wing Lok Street when he saw a man carrying a bundle. Suspecting that the bundle contained letters he examined it and found his suspicions verified. There were about 71 letters, some of which were addressed to Hongkong. They were all unstamped. A fine of \$50 was imposed.

P. C. Morgan found a Chinaman trespassing in the Naval Yard at Kowloon on Wednesday and arrested him. The man had no right to be where he was. The defendant told Mr. Hazeland yesterday that he was carrying coal. His Worship, however, said he was quite satisfied that the man went where he did for the purpose of stealing something, and imposed a fine of \$10, or three weeks.

As P. C. Allen was passing the Hongkong Hotel at about 6.40 yesterday morning he was called into the billiard room. There he saw a European (whose name he subsequently discovered to be Alfred Barber) who was drunk and noisy and using insulting language to the boys behind the bar. He was taken into custody. When brought before Mr. Hazeland and asked if he had anything to say, he replied, "If you would allow me to go I should be much obliged. It is a matter of life and death to me." Since he put it that way His Worship allowed him to go with a caution.

Bukers as a rule are not particularly pugnacious. But Leung Sze seems to be an exception to the rule. Ko Fui is a scavenging coolie. Yesterday he told Mr. Hazeland that at about seven o'clock that morning he was in Queen's Road Central, near the Central Market, at work. Seeing the defendant throwing rubbish into his cart he told him not to do so, whereupon the defendant and several others rushed at and assaulted him—P. C. Ho Lo Wo said he saw the defendant strike the complainant on the face with his fist. He went up to them and the defendant pushed him on to the ground. The complainant then got hold of the defendant, who was taken to the Police Station. For assaulting the complainant a fine of \$10, or 14 days, was imposed, and a similar fine was imposed for the assault on the constable.

Albert Wood, a marine, was charged at the Magistrate's yesterday with behaving in a disorderly manner in Queen's Road East the previous night and cruelly ill-treating and killing a fowl belonging to a Chinaman named Cheng Ching. It seems that the Chinaman was walking along with a chicken in his hand when the defendant snatched it from him. The fowl escaped from his grasp; whereupon he ran after it, struck it with his stick, and then wrung its neck. The defendant was very drunk at the time. The defendant admitted that he was very drunk. He did not know what he did. His Worship said the defendant was given a good character by his officers, and in consequence he would deal more leniently than he otherwise would have done. For being drunk and disorderly he would be fined \$2, or eight days; and for the other offence \$3, or eight days.

Seven men from a junk appeared before Mr. Hazeland yesterday, and were charged with assaulting a Chinese detective when in the execution of his duty, and also with rescuing a prisoner who was in the officer's custody. The constable said that at about eight o'clock on Wednesday night he went to Mongkokani for the purpose of arresting a deportee whom he knew by sight. He went on board a Chinese junk and descended into the hold, where he saw the deportee, Ho Foo. He brought him on deck, but the first and second defendants would not let him take him away. Someone caught hold of his queue and he was pressed down on to the deck. The first defendant struck him across the shoulder with an axe, making a wound three and a half inches long. The third defendant caught hold of his queue and struck him across the fingers with a chopper. He also cut the queue of the deportee, who jumped into the water and swam away. He had also a gash across his right cheek, but he could not tell who struck the blow, as it was done while he was pressed down upon the deck. He blew his whistle and the police came. All the defendants ran away with the exception of the first and second. He would recognise all the defendants. He had frequently been on board their boat.—Sergeant V. Po deposed to going on board the junk early that morning and arresting the third, second, fourth, fifth, sixth and seventh defendants. For the first offence his Worship sentenced the first and third defendants to four months' hard labour, and the rest to one month's hard labour. For the second offence he sentenced the whole of the defendants to two months' hard labour, the sentences to be consecutive.

Under telegraphic instructions from Headquarters, Major G. J. Costa, R.A.M.C., Agre, proceeded to Calcutta on the 13th ult. for duty on board the *Maharaja* of Gwalior's hospital ship for China.

Capt. Kironaka Kinsaburo, 10 officers and over 200 bluejackets, forming the second portion of the crew of the first-class cruiser *Izumi*, building in England, left Yokohama on the 22nd ult. by the *Bingo Maru*.

An attempt is being made by those in Raunoon interested in sport, to form in Burma a Game Preservation Association with the object of protecting some of the large game, which is threatened with speedy extermination.

A telegram from Belgrade states that the Serbian Government has announced to ex-King Milan its intention of discontinuing from September 1st his allowance of £12,000. It is added that the idea prevails at Belgrade that the ex-King's creditors will seize his furniture, which he was about to send to Vienna.

At a grand entertainment in Stettin in connection with some military manoeuvres, the Emperor of Germany is said to have advanced in front of the senior Japanese officer present, and to have proposed in a loud voice the health of the Japanese troops now fighting in North China. The incident attracted much attention.

Sooner than was perhaps anticipated, says the *Engineer*, the carrying capacity of the Siberian Railway has been put to the test, and its weakness became at once apparent, for it proved to be unequal to the task of conveying large bodies of troops. Breakdowns of every kind are very frequent throughout its entire length, and the initial faultiness of its construction becomes more and more manifest.

Yellow fever has broken out at Senegal. The French steamer *Tanais* arrived at Teneriffe last month with three of her crew dead from yellow fever and the captain and a passenger still suffering from it. All vessels arriving at the Canaries from Senegal are placed in quarantine. Most of the telegraphists at St. Louis de Senegal are English, and all but three have deserted their posts in dread of contagion.

The Pennsylvania and New York Central Railroad Companies have decided to purchase a fleet of coolers to export West Virginian coal to England. This step has been the subject of much conversation in certain commercial circles on Timeside. It is estimated, asserts the *Newcastle Chronicle*, that the present price of British coal would enable trans-Atlantic exporters to undersell English market by 5s. per ton.

Mr. Hayashi, Japanese Chargé d'Affaires in Seoul, is said to have informed the Korean Government that Japanese subjects will not withdraw from Ulsung so long as foreigners are allowed to reside in other parts of the Korean empire. It will be remembered that this withdrawal from Ulsung was required in consequence of the Korean Authorities having granted a lease of the island to Russians for timber-cutting purposes.

The new eighteen-inch Gathmann torpedo gun, the largest ever built in the United States, was tested last month at the Bethlehem Steel Works to determine the velocity of the shot and the strength of the gun, and proved successful. Solid shots weighing a ton were fired. After two preliminary shots the third was fired with a charge of 300 pounds of powder, and showed a pressure of 19,045 pounds and 1,856 feet velocity, while the fourth shell, with the same charge, recorded a pressure of 19,350 pounds and a velocity of 1,901 feet. The gun is intended for coast defence. The inventor claims that it will throw a shell fifteen miles. Guncotton is used in the charge. The gun is forty-four feet long and weighs fifty-nine tons.

The doubts which had arisen at the Admiralty with regard to the utility of using Marconi's system of wireless telegraphy on British warships seem now to be dispelled, and thirty-two sets are being turned out as rapidly as possible, the royalty on each instrument being £100 per annum for fifteen years. At the recent Naval manoeuvres the instruments were a pronounced success. "It is not too much to say," Signor Marconi's representative said, "that messages can now be transmitted and received over distances of 100 miles." There is no chance of a foreign vessel "tapping" the messages, for they are sent in code, while, as a second precaution, messages cannot be received unless the two instruments are in "tune," or, in other words, are in sympathy with one another. This arrangement is, of course, a secret of the Admiralty.

A somewhat remarkable letter from Prince Alfonso, of Bourbon, on the subject of duelling, has just seen the light of day at Vienna. It was addressed to the Marquis Tacoli, who had lately to resign his commission in the Austrian Army because he refused to engage in a duel. The Prince after congratulating the Marquis on his action declared that the refusal to give satisfaction by arms was truly brave, for it required great courage to do so. The Prince further declares that never have officers fought more courageously than the English in the Transvaal, and yet these officers disapprove of duelling, considering it below our present state of civilisation. The letter, states a Vienna despatch, has caused a great sensation in military circles in that city. In connection with this same subject of duelling, it may be noted that a duel, which is typical of many which take place in Italy, was fought the other day between the Marquis Benivoglio and Signor Chiarotti—both officers in a Grenadier regiment at Parma. The men fought till they were both wounded—very slightly. They then kissed each other, and went home arm in arm.

The Japanese gun-vessel *Oshima* left Foochow on the 25th ult.

The *Morning Post* urges the appointment of Lord Roberts as Secretary of State for War, "as ever since 1895 the Commander-in-Chief has been merely an administrative puppet."

The establishment of private lotteries for gambling purposes has become so widespread at Erythraea, states a Rome despatch, that the Governor has promulgated a decree suppressing lotteries altogether throughout the colony.

The transport *Mongolian* with 724 more Bôer prisoners arrived at Colombo on the 25th ult. The total number of prisoners now in Ceylon is 3,886. The *City of Vienna*, which was due on the 24th ult., had on board the famous General Olivier and three sons, captured recently.

The King of Siam received the congratulations of all officials in the country on the 21st ult., his forty-eighth birthday, and Bangkok was then *en fete*. The *Bangkok Times* says that what His Majesty has already accomplished for his country becomes every year more apparent. Even within the last twelve months not a few steps have been taken that mark the growth of a settled constitution, and recent events have served to show, by contrast, the stability of Siam's place among the nations.

Beuter's correspondent, describing the entry of the Americans into Peking, says:—General Chaffee, riding ahead of the 14th Infantry, marched up to the Tartar wall. An American marine at the top of the wall shouted: "You are just in time. We need you in our business." "Where can we get in?" General Chaffee asked. "Through the canal," was the reply. "The British were there two hours ago," General Chaffee looked disappointed. He entered the gate behind the last of the British forces, but his reception was as enthusiastic as though he had been first. Mr. Tewkesbury, a missionary, shouted, "Americans! Cheer your flag!" and the ladies waved their handkerchiefs and the soldiers cheered the ladies.

The ribbon to be worn with the new South African war medal, says the *Rangoon Gazette*, appropriately differs from that of the other South African ribbons, the prevailing colour being orange instead of yellow. The *Kaffir* and *Zulu* ribbons are yellow with dark, flanking stripes, but the new one has an orange centre about half an inch wide with a narrow yellow stripe on either side and slightly wider and very deep outside stripes of red. The combination is very effective, and each of the tints would show up well either on scarlet or khaki tunics. Our contemporary continues:—Whether the orange has been deliberately chosen, because of the fact that a very considerable part of the fighting has taken place in the Orange River Colony, or has been adopted for reasons of effective combination, its selection is very appropriate indeed. But surely the "orange" referred to is meant to be khaki.

Anent the announcement recently made that a Russian gunboat passed through the Bosphorus in August on her way to the Mediterranean, some interesting observations are given us by the *Standard's* correspondent at Odessa in a recent despatch to his journal. Referring to the way in which Russia is evading the principal operative clause now left in the treaty of Paris, the writer says: "It appears that the recent firm granting leave for the passage of transports with troops for the Far East is so worded that it may be made to include any vessel in the Black Sea fleet. Russia is aiming not at the abrogation of the Paris Treaty, which would give free passage to all nations either way, but to such practical evasion of the Treaty as shall enable her ships to get into the Mediterranean, while those of other nations are forbidden to enter the Buxine. That would be a state of things which could by no means be tolerated."

The *Foochow Daily Echo* of the 29th ult. has the following two items:—With the proved power of the Provincial authorities to preserve law and order it is a matter unnecessary to say that the normal state of tranquillity has been maintained. Still it is as well at the end of another month to place the fact on record. The people of the province are naturally peaceable enough, but in times like the present there are always a lot of ill-conditioned loafers about and agents of secret societies at work and it is only the vigilance of the authorities that has prevented them making headway. The Missionary schools in the city and suburbs have been opened, and we learn that there is but little falling off in the number of pupils attending in any of them. But the Consuls have not thought it advisable for those Missionaries whose work is away from Foochow to return to their stations just at present and therefore they will remain here or at their sanatoriums for the time being.

We learn from Mr. N. Akusawa, L.L.B., adviser to the Industrial Department of the Government of Formosa and Mr. M. Suzuki, a prominent official of the same place, who are at present in Hongkong en route to the Straits and India, that it is the serious intention of the Japanese Government to cultivate their own opium in Formosa for the consumption of the inhabitants. This resolution of the Government is, we understand, the result of the deteriorated condition of opinion which has been arriving for the past 18 months from the German Ports. As the Formosans are the chief consumers of Persian opium, it does not promise well for the trade, which has heretofore been, we believe, a remunerative one to all concerned. Unless exporters from Shiraz, Ispahan, Yezd, etc., immediately make their ways by putting a stop to the extensive adulteration of this drug, it can be reckoned on almost as a certainty that the Persian opium trade with China will soon become extinct.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 3rd October, 10.55 p.m.

RUMOURED ITALIAN RETIREMENT FROM PEKING.

A report from Peking states that the Italian troops are leaving the Chinese capital.

THE BORNEO GOVERNOR-SHIP.

* SANDAKAN, 29th September, 1 p.m.

STRONG PUBLIC PROTEST.

The public has despatched to the Colonial Secretary an exceedingly strong protest by cable against Governor Clifford's resignation, praying for an Imperial Commissioner to visit the territory, as Governor Clifford's retirement would be absolutely disastrous to the country.

* Much delayed in transmission.

GENERAL NEWS.

London, 3rd October, 10.55 p.m.

PLOT TO KILL MCKINLEY.

An Italian plot has been discovered at Chicago, the object of which was to assassinate President McKinley.

THE GENERAL ELECTION.

The elections are showing a strong lead in favour of the Unionists. Mr. Ken Hardie has defeated Mr. Pritchard Morgan for Merthyr.

REUTERS'S SERVICE.

LONDON, 2nd October.

One hundred and eleven Liberal Members of Parliament have been elected. These returns include Sir Michael Hicks-Beach, Sir Edward Grey, Sir J. Gorst and Lord George Hamilton. The Liberals have gained one seat and the Conservatives two.

RUSSIA IN CHINA.

The St. Petersburg *Official Messenger* positively denies the annexation of Manchuria by Russia.

THE WAR OFFICE REFORMS.

It is not improbable that Lord Kitchener will be selected to aid Lord Roberts in his mission to South Africa.

ANNEXATION OF COO.

New Zealand has refused.

LOCAL MOVEMENT.

The British transport *Brilliant* arrived yesterday from Calcutta, which she left on the 1st ult., being obliged to spend four days in the river, owing to the stormy weather. She brought the following officers—Capt. Turner, Lieut. Hitchens, Mr. Wright, Bridges, and Norman, six European N.C.O.s, and 524 Native troops and followers, including parts of the Sanitary Establishment, 2nd Native Field Hospital, and the Remounts.

The *Mombasa* returned yesterday from Weihaiwei.

The four transports *Deimos*, *Nadine*, *Warrior*, and *Wendell* left yesterday for Taku.

The Japanese cruiser *Takikado* arrived from Amoy yesterday.

WUCHOW.

[FROM OUR CORRESPONDENT.]

Wuchow, 1st October.

An Imperial Edict by telegraph has just been received here, in which the regulation is made over the troubles that have fallen on China, which are to be attributed to the bad advice given by the high officials to the Court, and to their misplaced encouragement of the Boxer element. It gives the names of a lot of officials who are to be handed over to the Board of Punishment and further orders that certain of them shall perform propitiatory rites to the senses of the late Baron von Ketteler, whose death the Edict again acknowledges and deplores. It likewise adds that the Chinese Minister in Berlin is to offer similar sacrifices in that city.

HOW TO SOOTHE ANGER.
The idea, of course, is that the sight of the Chinese Minister going in a han-cob to the steps of (the German equivalent of) St. Paul's Cathedral, with a string of croakers, a piece of pork, and a basket of red joss-papers hanging out of the window, is the sort of thing that the German Emperor is likely to accept as reparation for the cowardly murder of his representative in Peking.

DISGRACEFUL CONDUCT OF
BRITISH BLUE-JACKETS.

KNOCKING A CHINESE CONSTABLE ABOUT. Though somewhat noisy at times the average British Blue-jacket is not often guilty of such conduct as that of which four seamen from H.M.S. *Argonaut* were found guilty at the Magistrate's yesterday. Their names were John McElligott, Joseph Tanner, W. J. Farrell, and Joseph Scott, and there were two charges against them—behaving in a disorderly manner in Queen's Road East, and assaulting P. C. Man Wo (334) and breaking his police whistle. P. C. Man Wo said that at about midnight on Wednesday he was on duty in Queen's Road East when he met the defendants. The first defendant put his arms round him and then struck him with his fist. The second took off his helmet and threw it away. The third drew his sword and threw it away. He blew his whistle, whereupon the fourth defendant snatched it from him and threw it away. All the defendants then ran away and he ran after them.

P. C. Man Wo said that on Wednesday midnight he was on duty in Ship Street when he heard a police whistle blown, the sound proceeding from the direction of St. Francis Street. He went towards St. Francis Street and met the complainant, who pointed out the defendants, saying that they had assaulted him. He stopped them and told them what the law was and they denied it. They were perfectly sober. The law was down and the whistle was away. The law was also lost his hat and sword.

George Davidson, a Sapper in the Royal Engineers, said that at 11.45 p.m. on Wednesday he was on duty at the main gate of Wellington Barracks when he saw a sword come over the wall. He handed the sword to Corporal Ramsden, the canteen orderly.

Lance-Corporal Ramsden, of the B. W. F., said that on Wednesday midnight he was on duty in Ship Street. He heard a police whistle blown in the direction of St. Francis Street. He saw Constable Piff running down and he ran after him. He assisted to arrest the defendants. The complainant was walking behind him. He had no whistle and his bamboo helmet was gone. His sword was not in his scabbard. He accompanied them to No. 2 Police Station, and subsequently received the sword from Corporal Ramsden and handed it over to Constable Piff.

Inspector Ford said that shortly after Wednesday midnight the four defendants were brought to No. 2 Police Station. While he was investigating the charge the first and third defendants behaved in a most disorderly manner. They kept up a continuous flow of insulting and filthy language. They made repeated rushes across the charge room, and climbed on to the platform on which the desk on which he was writing stood. They shook their fists in his face and made several attempts to strike him.

His Worship (Mr. Hasland) said that with reference to the first charge, the evidence was very clear that the first, second, and third defendants behaved in a most disorderly manner in the presence of Inspector Ford, and he therefore fined them \$10 each, or 14 days imprisonment, so far as the first charge was concerned. As to the second charge he was quite satisfied that the Chinese constable was assaulted by all four defendants. They not only assaulted him but behaved in a very disgraceful manner by snatching his whistle, and taking away his sword, and throwing it away. It was a most scandalous manner. He would order each of the defendants for this offence to be imprisoned for 14 days without the option of a fine.

One of the defendants—I don't know about the others. It's a hard word, it's scandalous.

His Worship—Remove the defendants.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 28th September.

INSURGENTS SCORE SEVERAL SUCCESSSES—
FIFTY-SEVEN AMERICANS REPORTED
CAPTURED IN MARINIQUE.

As the time of the Presidential elections in the United States draws near the insurgents are fulfilling their promises and showing a great deal of activity. At no time during the revolution have the Filipinos been more determined and aggressive, and seldom have they met with more success. The greater part of the fighting has taken place in central and southern Luzon, but disturbances have been and are general throughout the Archipelago. Three or four well planned ambushes have caused severe losses to the Americans, and though every effort has been put forward to bring swift punishment to the enemy, it must be admitted that only very little has been accomplished. The losses of the Americans in killed, wounded, and captured, during one fortnight amount to between ninety and one hundred, while the reported casualties of the enemy were about one hundred and twenty-five. Such things as these are alarming. As a rule the losses inflicted on the insurgents are five to ten times heavier than those sustained by the Americans.

On top of all this comes a report from the island of Marinduque, as yet unverified, that fifty-seven men of the 20th Volunteer Infantry have been captured. It is known that a command of this size left Santa Cruz on the gunboat *Villalobos*, and proceeded some twenty-five miles down the coast to Terrijos, where the enemy was reported to be in force. The gunboat landed them and soon steamed away. Since that time September 14th, nothing has been heard of the soldiers. However, numerous reports of their fate have come in from many different sources, and these nearly all agree in the story that a large body of Filipinos surrounded the Americans, fought them for several hours, and after killing and wounding several, forced the others to surrender, as the ammunition was exhausted. It is true, it is the first case of the surrender of a force of any size to the insurgents. A gunboat has been sent with two companies of the 36th Infantry to the scene of the reported fight, but up to the present no word has been received from the expedition.

THE INSURGENT DIPLOMAT.

During the last three weeks the residents of Manila have been treated to an experience something like that endured during the first half of the year 1898. Small bands of insurgents allied by their success have persistently attacked many of the towns in Cavite province and

were even bold enough to annoy the whole line of villages that fringe the bay from Cavite to Calocan. The noise of the firing could be heard in Manila very plainly, and at night there was considerable anxiety among the residents. In many parts of the city special guards were posted about the houses in which army families were living. In all probability this activity on the part of the insurgents will continue to the time of the elections. Every one feels that the present surprising aggressiveness is a grand effort to influence public opinion of the critical moment when the people of the country are deeply interested in national affairs, caused by the election of the President. And it is very possible that their work is not in vain, for the determined stand made during those days will no doubt influence many votes that would have been cast for Mr. McKinley.

THE CIVIL COMMISSION AT WORK.

The public sessions held twice a week in the rooms of the Civil Commission are proving very popular. The Filipinos are beginning to realize that anyone who desires to express himself on matters of government can be heard if he simply has the energy to notify the President of the Commission one day in advance. The various bills are publicly read and debated and some of these discussions have produced valuable suggestions and modifications from among the audience. Last Wednesday the Bill of Commissioner Moses providing for a bureau of statistics was read and passed. On next Wednesday Commissioner Wright will present for final consideration his important Harbour Bill, which provides for the extensive and permanent improvement of the harbours.

The Civil Service Act is one of the most comprehensive and important works of the commission, and it has produced an immediate good effect, for it outlines the advantages that are to be enjoyed by the Filipinos in the service of the government.

MABINI AT LIBERTY.

Last Sunday General McArthur liberated the poor old paralytic Sr. Mabini, who has been slowly falling in the Andra Street jail. Mabini is probably the staunchest and "brainiest" insurgent that the war has produced. In spite of his shattered and useless body he has been at all times the head and centre of the insurrection. He has been most considerably treated through all the months of confinement, and he has been a great asset to the government, a prisoner of war. Once before he was liberated, but his rash utterances soon caused his rearrest. He still refuses to swear allegiance to the United States, but he agrees to assume a passive attitude, and not stir up trouble.

HONGKONG POLO CLUB.

Mr. J. H. Lewis having kindly presented four caps to be played for in a Tournament, the following are the teams drawn by the Polo Committee:—

I.	Mr. Baker	II.	Mr. Geiger
Mr. F. H. May	Mr. Hill		Mr. Hill
Mr. Casserly	Mr. McVillie		Mr. McVillie
Capt. Loring	Capt. des Vaux		
III.		IV.	
Capt. the Hon. H. W.	Mr. Taylor		Mr. Taylor
Mr. Prestiss	Mr. Labartovche		Mr. Labartovche
Mr. Stockwell	Mr. Mulliken		Mr. Mulliken
Mr. Williams	Major Kettlewell		Major Kettlewell
Lt. Comdr. Wilkin			

Dates of play (4.15 P.M. each day) are:—
Des Vaux v. Wilkin on Friday, Oct. 5th.
Loring v. Kettlewell on Monday, Oct. 8th.
Final Match on Friday, Oct. 12th.
By kind permission of Lieut. Col. Baillie and Officers 22nd Bombay Infantry, the band of the Regiment will attend.

THE "TIMES" ON RUSSIA'S
PROPOSAL ABOUT PEKING.

The *Times* of the 3rd ult., commenting on the Russian proposal to evacuate Peking, says:—
[It is] impossible for us to imitate the course adopted by Russia. We must remain at Peking, and we must refuse to treat with the Emperor Dowager or with her emissaries, authorized or unauthorized, until she has purged herself and her party of the suspicion of being the instigators and accomplices of the murder of our countrymen, of the wholesale destruction of their property, and of the insults to our representatives, and to our flag. Such a view, we hope with some confidence will not be taken by England alone. It was the German Emperor who assured his sailors, when he despatched them in July, that he would not rest until his flag with those of his allies floated above the Chinese standards and, "planted upon the walls of Peking, dictated peace to the Chinese." It is from Peking, and from Peking only, as he said, that an abiding peace can be dictated. The German Press, we are glad to observe, seem clearly to recognize this elementary fact in the situation and opinion in Paris notwithstanding the widespread desire to gratify Russia and to escape the necessity of placing French troops under a German Field-Marshal, is not insensible to its importance. What the ultimate attitude of the United States may be it is at present difficult to foresee. The solid and enduring interests of that country in China coincide to so large an extent with our own, that we hope the report forwarded by a news agency, that the State Department completely disapproved of Russia's suggestion and intended their reply to convey their disapproval, may perhaps be correct.

A TRANS-PACIFIC SHIPOWNER'S
COMBINE.

INCREASED FREIGHT RATES. A conference is taking place between the principal shipping companies whose steamers ply in Far Eastern waters—namely, the Canadian Pacific, the various San Francisco companies, the M. S. S. Company, the P. and O. S. S. Company, the North German Lloyd, the Nippon Yusen, &c.—with the object, states the *Japan Mail*, of raising the rates of freight between Japan and America. It is expected that the conference will result in an agreement to make an increase of 10 per cent. all round. These Companies have already agreed to the following charges for first class passengers between China ports and Japan, and the new rates went into operation from the 15th ult.

	Single.	Return.
Hongkong-Shanghai	50	75
Hongkong-Nagasaki	50	75
Hongkong-Yokohama	50	75
Hongkong-Moji	60	90
Hongkong-Kobe	65	95
Hongkong-Yokohama	75	110

CONSULAR REPORT.

CANTON.

We noticed last month in these columns the report of the Imperial Maritime Customs on the trade of Canton for 1899. We have now before us Mr. Scott's report for the same period. As Mr. Scott's statistics are necessarily taken from the Customs returns, it will not be necessary here to go into the exact figures again. It will be remembered that the year 1899 was the best on record—both in volume and in value of trade. "As statements have appeared from sources that should be responsible and well informed that the West River and Inland Water Navigation Regulations are of such a nature as to prevent the expansion of trade, while the prevalence of piracy," as it is somewhat exaggeratedly called, had practically put a stop to trade altogether. No doubt these statements have been made to some extent under the idea that exaggeration is necessary where change or reform is desired, but in this case it could seem that they have done more harm than good. The statistics are facts, Mr. Scott's remarks are statements, and Mr. Scott's remarks are statements. Events have decided in no uncertain fashion on the truth of the official and the lay representations of the case.

Under the head of Inland Waters Navigation, Mr. Scott goes on to say: "In spite of many assertions to the contrary, the Inland Waters Navigation from Canton, in the only direction it seems probable it could be expected to do, has proved a very considerable success." This Mr. Scott means that the passenger traffic has very largely increased, and no doubt it has. In 1899 it had nearly doubled, but the development of the passenger traffic has, I think, by no means reached its full extent. It is very profitable and launches are being registered almost daily. In this direction, therefore, the new regulations must, I think, be considered a very considerable success.

Apart, however, from the question of passenger traffic, what Mr. Scott has to say is this:—
"The difficulties and intricacies of the system of taxation have been charged with preventing these launches from carrying goods inland. But goods are carried inland and the vessels conveying them are subjected to all the disadvantages of the *kehs* as at present collected. Under the Inland Water Navigation Regulations, launches, it is laid down, when carrying goods shall be on the same footing as junk and native cargo boats. It would seem, therefore, that some other cause must in a large measure be responsible for the non-transference of the carrying trade to these launches or to boats towed by them. It seems probable that, as speaking generally, Chinese merchants are more or less indifferent to a day or so in the delivery of goods at their destinations, and in the case of the passenger traffic there has been no doubt or hesitation in the matter. Of the 178 launches registered in Canton, 23 only were registered in the names of foreigners. Of these eighteen were British, five German, four American, and one French. It is probable that the genuine interests of British subjects in the above eighteen launches, with an exception or two, is extremely trifling, if indeed, any such interest really exists at all. In my opinion, it is improbable that a high degree that genuine and managed British or foreign-owned launches will ever, under any circumstances, be able to compete with the Chinese launches in the inland water traffic either in passengers or goods, simply, if for no other reason, on the score of expense.

But Mr. Scott thinks desirable a modification of the Regulations whereby all launches and steamers registered for the inland waters at Canton, Samshui, or Wuchow, may be enabled to carry passengers and cargo to all ports and places on the inland waters and West River indifferently. "It should, however, be clearly pointed out that such modification would be a further privilege which is not contained in the Inland Water Navigation or West River Regulations as at present in force."

With regard to piracy and blackmailing, Mr. Scott is inclined to make merry over the alleged effect on British trade, and says that the return of trade does not warrant the belief that the import of British goods has even been hindered or that goods for export have suffered. He continues:—"I hope I shall not be accused of minimizing the state of things in this district. One robbery, one outrage only, is one too many, but the whole matter has, in my opinion, been so grossly exaggerated and so false an impression has been created in the public mind at home and in China to judge by the public prints, that I have thought it right to point out the real facts of the case. It admits, however, that the mischief is deep seated, and that the cause of years of mal-administration cannot be eradicated in a day.

In conclusion we quote the remarks with which Mr. Scott winds up his report:—
"Matters do not move rapidly in Canton, but there are signs of progress in the air. It is true that nothing has practically been done with respect to the projected railways from Hankow to Canton and from Hongkong to Canton; both projects I should say are unlikely to be carried through for some years; both involve a very large expenditure, the return on which for many years is doubtful. But there is a Chinese scheme which, it is said, received official countenance, if not sanctioned, for enabling the river front of the city from Shamen down to a very fine and useful work if it is only carried out by its Chinese projectors. A scheme for supplying water to Canton has also been laid before the Viceroy. The use of electricity for lighting the streets is increasing, and the same company as is supplying electricity has laid down mains in various directions, from fixed pumping stations for fire-extinguishing. Various other schemes, some practical, some chimerical, are mooted, but all showing a desire to increase the amenities of life, among the natives of Canton. Meanwhile, the English and French Concessions on Shamen are being developed, which is growing year by year. Very little space is left on the British portion, and not much more on the French part of Shamen. It seems inevitable that a fresh concession, either colonial or under the jurisdiction of one particular nation will have to be found somewhere, but where, is the question. It is a problem that will probably prove difficult of solution."

TERRIBLE ENDING OF A VIL-
LAGE FESTIVAL.

From Anapimura, Nitamas-gori, Fukuoka Prefecture, comes a terrible story, which is thus related by the *Japan Mail*. It appears that the farmers of the neighbourhood, rejoicing in the promise of rich and heavy crops this autumn, decided to celebrate the event by holding a village festival (amateur theatricals) in the grounds of the Kurotsuchi Shrine. The young men of the village readily took up the idea and were much impressed for service on the boards. Beginning at an early hour, the theatricals continued all day, and at nightfall fully 1,000 persons were still enjoying the antics of the village buffoons and the tragedies. Lights were accordingly sent for, and a tin of kerosene oil being forthcoming to replenish them, was placed upon the stage. Then some one thoughtlessly placed a light upon the tin, which, communicating with the oil, caused an explosion. Losing his presence of mind, a man on the stage picked up the blazing tin and threw it into the temple yard, among the spectators where it caused a panic, in the course of which some 80 persons were killed or injured. The theatrical performance and the harvest rejoicings, heedless to say, came to a sudden end.

EXTENSIVE OPIUM SMUGGLING
AT RANGOON.

The Collector of Customs, Rangoon, on the 11th Sept., sent a consignment of silk, which arrived from the steamship *Pakhtun*, to be sold by Messrs. Balthazar and Son, public auctioneers. Mr. Rozario, their auctioneer, on examining the packing, discovered four tins of Chinese opium and immediately reported the matter personally to the Collector of Customs, who sent Customs Officer Holsted to stand by while further search was made. Nine more tins were found, similarly packed, giving a total value of Rs. 2,400. The fact that the opium escaped detection by the Customs Department after they had detected forty-two thousand tins of the same consignment on board the *Pakhtun* and on other ships under their care for over one week, has created great surprise and will probably incur severe censure for such dereliction of duty.

CHINESE HOSPITALS.

A medical missionary writes to the *Daily Graphic* some notes on Chinese hospitals, and says that the way to a Chinaman's soul is through his bodily ailments. But the task is a hard one. What are you to do, he asks, with a sick man who gravely tells you that his disease was caused by "walking along a straight road." Chinamen purposely make their roads crooked, because demons are well known to fly in a straight line. By walking in the straight path you run every chance that a demon will attack and smite you with a grave illness. The foreign devil may exercise the local product. Anyway, no harm is done by giving him the chance.

Chinese hospital patients, like a well-known brand of soap, won't wash clothes, and they object strongly to the use of water to their persons. They either believe, or profess to believe, in order to ensure a comfortable absence of ablutions, that a lavish use of water turns people into fish. A Chinese hospital contains no beds. For a certain number of patients a certain space is provided on the floor. In cold weather the invalid lies on a mat, with wadded cotton wool rug drawn over him. He is nursed fully dressed, just as he comes in. It is impossible to persuade him to allow any article of his attire to be removed. If his robe is broken he reluctantly submits to wear a kimonos-shaped garment. A night-shirt is regarded as a humiliating affront. At home the Chinaman sleeps on a bed built with bricks; in nearly all hospitals he occupies the floor.

Chinamen make capital nurses. Cooking and nursing are pre-eminently the talents of the race. As nursemaids Chinamen are unsurpassed. In the wards they prove gentle, deft, and tender in handling a sick person, but they cannot comprehend the higher branches of sick-nursing. To them all illness is a matter of obsession by a demon, or the result of spell or miracle. If the doctor prescribes a dose of a drug do not work a perceptible improvement they generally demand a change of medicine or a discharge from the hospital. John invariably inquires whether his drugs are vegetable or mineral. Certain plants are believed to possess the power of working miracles, but great mistrust is felt of minerals in medicine. In all cases the diagnosis of the Chinaman is chiefly by outward and visible signs. The most rigid cross-examination as to symptoms fails ignominiously. It is almost easier to extort money from a Chinaman than to get gratuitous information. For his own safety he hesitates to reveal any personal facts, not being sure that his evidence will not be used against himself in some unforeseen manner.

At night, before the patients settle to sleep, each carefully traces a circle round the spot on which he lies. This keeps the devils of the night at a respectful distance. If unable to move sufficiently to perform the rite with the finger as it should be done, patients often ask for a stick in order to trace out the magic boundary. "Thus far shalt thou go" is the threat implied by John to the baffled devils outside the radius. It is a high price the name of the medicine on the place of the blood-red paper which is believed throughout the country to possess some mysterious wonder-working power. A prescription on scarlet paper is an effective faith healer.

Chinese patients are pre-eminently docile, gentle, and grateful. Many are treated for the opium habit, or "black smoke" as Chinamen have it. But the evils of opium are greatly exaggerated. Moderate indulgence has no bad effects; it is excess which causes so much mental and physical degeneration. We invariably allow our patients a small daily dose of it. Lepers receive larger doses to ease their pain. Want of exercise is the chief cause of illness among the more prosperous class. No Chinaman ever walks a step beyond the actual requirements of his business. The English love of open-air games and exercise is a constant source of puzzle to the Chinese. They have long since decided that we play tennis and take constitutional exercise entirely as a question of religious penance. Their principles of sanitation are the same to-day as they were in the beginnings of the Chinese Empire. Medical missionaries come and go, and are measured. But the native system of open street sewers, filth, and filth. However, it takes more than the breakage of every known law of health to kill any appreciable number of Chinamen.

Colonel de MacMahon, Duke of Magenta, having volunteered for service in China on the staff of General Vayron, his wife, Princess Marguerite of Orleans, has determined to accompany him and will probably make her headquarters at Shanghai, while her husband, until now in command of the One Hundred and Ninth Infantry Regiment, is in the field. Colonel de MacMahon is a son of the late Marshal MacMahon.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Awa Maru* (European Line) left Singapore for this port on the 3rd October and is expected to arrive here on the 9th October.
The P. M. steamer *China*, with mails, &c., left Shanghai for this port this morning at daylight.
The O. & O. steamer *Doric*, with mails from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port yesterday morning via Inland Sea, Kobe, Nagasaki, and Shanghai.
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 2nd inst.

EXPORT CARGO.

Per steamer *Sibiria*, sailed on the 20th Sept. For Havre—5 cases China, 16 cases bird-feathers, 8 cases blackwoodware, 14 cases ylang ylang, 14 cases catanarides, 22 cases feathers, 24 cases catanarides, 40 cases human hair, 49 cases Chinaware, 542 pigs, cases, 887 rolls mats, 1079 pigs, tea. For Havre and/or Bordeaux—54 rolls matting. For Havre and/or Hamburg—3 bags shells, 14 bags beads, 15 cases furs, 18 cases blackwoodware, 29 cases human hair, 38 cases Chinaware, 50 cases paper, 87 pigs, cases, 72 rolls mats. For Havre and/or Hamburg and/or London—20 cases camphor, 40 cases essential oil, 85 cases bristles. For Havre and/or Hamburg and/or Antwerp and/or London—3 cases catanarides, 1 case ylang ylang, 2 cases paper, 3 cases catanarides, 4 cases ham-bowcase, 6 cases ginow, 7 cases Chinaware, 8 cases camphor oil, 10 cases essential oil, 10 cases camphor, 65 cases furs, 70 cases rattanware, 100 cases broken casias, 100 cases rattanware, 100 cases feathers, 105 cases wood oil, 180 pigs, preserves, 231 pigs, cases, 825 pigs, crackers. For Hamburg and/or Antwerp—7 cases bristles. For Rotterdam—200 cases rattanware. For Rotterdam—200 cases rattanware, 750 cases preserves. For Bremen—50 cases, 97 rolls matting. For Copenhagen—26 cases preserves, 400 cases casias. For Lissabon—1 case provisions, 17 cases Chinaware. For Oporto—2 cases Chinaware. For Buenos Ayres—100 pigs, crackers. For New York—1 case ylang ylang.

NOTICES TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE H.A.L. Steamship

"SAENIA."
Captain Schilke, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 1st Oct. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th October will be subject to rent.

All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 8th October.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 1st October, 1900. [2550]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG."

OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th October will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th October, and THURSDAY, the 11th October, at 9.30 A.M.
All claims must reach us before the 14th October, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 3rd October, 1900. [8]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, &c., *Douro*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 1st inst., at 11 A.M., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 8th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 8th inst., or they will not be recognised.
All damaged packages will be examined on MONDAY, the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 1st October, 1900. [12]

YEE SANG & CO.

COAL MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. R. W. & Co. No. 144, DES VUEUX ROAD. [22]

"INTIMATIONS"

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder. With Powder. Powder only. 1 and 1 of Shot.
Primrose Cases . . . \$5.85 . . . \$7.40
Pegamoid Cases . . . 8.25 . . . 8.00
Ejector Brass Cases, 6.00 . . . 8.05
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [187]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADY SMITH RELIEF COLUMN." Being a Lecture by CAPTAIN PERCY SCOTT, R.M. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrible*).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Price . . . \$1 and \$1.50

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES,

\$80 Per Annum.

PRIVATE LINES,

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to

W. STUART HARRISON,
Manager.

Note Address—13, PRAYA CENTRAL, Hongkong, 14th January, 1898. [2559]

ARGUS DE LA PRESSE.

FOUNDED 1857.

POUR être sûr de ne pas laisser échapper un journal, un journal nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

EXTRACTOR MALOT (Zylo, p. 70 et 323)

L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

NEW ADVERTISEMENTS

WANTED.

A SMALL HOUSE or BUNGALOW (UNFURNISHED) on lower level, OR
A FLAT, consisting of Two or Three ROOMS, with BATHROOM, &c.
Offers to—

C. I. F.
Care of Office of this Paper.
Hongkong, 5th October, 1900. [2582]

VICTORIA RECREATION CLUB.
AT THE BATHING SHED,
KOWLOON.
TO-MORROW (SATURDAY), 6th October,
at 4.15 P.M. Sharp.

200 YARDS INVITATION SWIMMING
HANDICAP.
Two Prizes, Competitors—A. A. ALVES (200
Yards Champion of the Colony), A. E. ALVES
(V.R.C. 100 Yards Champion), H. E. MOON,
C. GREGORY, R.W.F., W. A. STORANI and
N. H. ALVES.
2 LENGTHS MEMBERS' HANDICAP.
Two Prizes,
and

WATER POLO GAME—PORTUGAL
VERSUS THE REST.
Admission: Non-members 50 cents; Soldiers,
Sailors and Boys half-price.
Hongkong, 5th October, 1900. [2583]

ST. MARY MAGDALENE CHAPTER-
ROSE + OF H.R.D.M.

A REGULAR MEETING of the above
CHAPTER will be held at the Fair-
MORRIS HALL, Zedland Street, on THURS-
DAY, the 11th October, at 8.30 for 9 P.M.
precisely. Visiting Brethren are cordially
invited to attend.
Hongkong, 5th October, 1900. [2584]

TO LET.

"THE EYRIE," PEAK; FURNISHED.
No. 6, CAMERON VILLAS; UN-
FURNISHED.
The THREE UPPER FLOORS, 3, DUN-
DELL STREET.
For Particulars, apply to—
R. C. WILCOX,
8, Bannockfield Arcade.
Hongkong, 5th October, 1900. [2585]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

PROCESSION OF OUR LADY OF
ROZARIO.

SPECIAL CHEAP EXCURSION TO
MACAO.

WEATHER permitting and sufficient
inducement offering, the Steamer
"HONAM"

will leave for Macao on SUNDAY, the 7th
October, at 9 A.M., and on the Return Trip will
leave Macao at 10 P.M.
The Procession of Our Lady of Rozario is
announced to take place in the Afternoon.
Special Excursion Fare \$2.50 Return.
State-rooms \$5 each extra.
No Single or Second Class Fares.
No Meals supplied on Board.
Chinese Servants 50 cents each Way.
Bicycles 30 cents each.
TICKETS may be purchased at the Com-
pany's Office or on Board the Steamer before
the leaves.

T. ARNOLD,
Secretary.
Hongkong, 4th October, 1900. [2579]

FOR SHANGHAI.

THE Steamship
"LOONGMOON."

Captain F. W. Schulz, will be despatched for the
above port on MONDAY, the 5th inst.,
at Noon.
This Steamer has superior accommodation
for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Hongkong, 4th October, 1900. [2580]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI
THE Company's Steamship
"WOOSUNG."

Captain Dowson, will be despatched for the
above ports on MONDAY, the 5th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2588]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR KOBE
THE Company's Steamship
"CHANGSHA."

Captain Moore, will be despatched as above
on TUESDAY, the 23rd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2586]

THE HONGKONG WEEKLY PRESS will
be ready to-morrow and will contain—
Leading Articles—
The End of the Inland Waters Fares.
The Crisis and the Election.
Malaria and Local Sanitation.
Chinese Imperial Policy.
The Crisis: Telegrams.
Legislative Council.
The Crisis in China.
The Portuguese Festivities at Macao.
Extraordinary Kidnapping Case.
Disastrous Fire at Yau-mai.
A Russian Account of Taku.
Correspondence—
Sailors and Soldiers' China Relief Fund.
The Kowloon Water Supply.
The Douglas Steamship Co., Ltd.
China Traders' Insurance Co., Ltd.
Canton Insurance Office, Ltd.
Jeleu Mining and Trading Co., Ltd.
Tientsin.
Canton.
Wanchow.
Sankkan Notes.
Hongkong Volunteer Corps.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in
advance, postage \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to
addresses sent; including postage 34 cents each,
or 51 for three copies Cash.
Hongkong, 5th October, 1900.

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA."

Captain Moore, will be despatched as above
on MONDAY, the 12th November, at Noon.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2586]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
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Hongkong, 5th October, 1900. [2587]

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Hongkong, 5th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"CHANGSHA."

PUBLIC COMPANIES

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL
CALL of 81 per Share has been made
in respect of the Shares not fully paid up, and
that such CALL is PAYABLE, on 5th
October, to the undersigned at the Registered
Office of the Company, 38 and 40, Queen's
Road Central, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2547]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
THE TWENTY-SEVENTH ORDINARY
MEETING of the SOCIETY will
be held at its Head Office, No. 1, Queen's Build-
ings, Hongkong, on THURSDAY, the 11th
October, 1900, at Noon, for the purpose of re-
ceiving the Report of the Directors together
with Statements of Account for the year 1899
and for the half-year ending the 30th June,
1900, and of declaring dividends, &c.
The TRANSFER BOOKS of the Society
will be CLOSED from the 1st to 11th October,
both days inclusive.
By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 21st September, 1900. [2470]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.
THE NINETEENTH ORDINARY
MEETING of the SHARE-
HOLDERS will be held at the Office of the
Undersigned at 12 o'clock (Noon), on
SATURDAY, the 13th October.
The TRANSFER BOOKS of the Company
will be CLOSED from the 29th instant to the
13th proximo, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 25th September, 1900. [2483]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE THIRTY-FOURTH ORDINARY
MEETING of the SHAREHOLDERS
in the above Company will be held at the Head
Office, Victoria, Hongkong, on TUESDAY,
the 23rd instant, at TWELVE O'CLOCK (Noon),
for the purpose of presenting the report of the
Directors and Statement of Accounts to 30th
April last and of declaring dividends.
The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 23rd
instant, both days inclusive.
By Order of the Board of Directors.
H. P. WADMAN,
Acting Secretary.
Hongkong, 2nd October, 1900. [2557]

HONGKONG ELECTRIC COMPANY,
LIMITED.

TENDERS are invited for the Allotment of
the Unissued balances of New Shares
(4104 Shares), Dollars Five per Share paid up,
PAYABLE on the 1st November, 1900.
Tenders will be received up to the 20th of
October. No Tenders under par will be con-
sidered, and the Allotment will be made prefer-
ably to Shareholders.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2535]

HONGKONG ELECTRIC COMPANY,
LIMITED.

NEW ISSUE SHARES.
SHAREHOLDERS are hereby notified that
the SECOND CALL of \$3.00 (Three
Dollars) per Share has been made and is PAY-
ABLE at the Company's Office, No. 4, Queen's
Buildings, on or before 1st November, 1900.
Shareholders are requested when paying the
above mentioned call to send to the Company's
Agents their provisional Share Certificates for
endorsement.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

OLIVERS FREEHOLD MINES,
LIMITED.

NOTICE is hereby given that the B Shares,
on which the FINAL CALL of 50 cents
per Share has not yet been paid, are liable to be
FORFEITED, unless the said Call be paid to
the undersigned at the Office of the Company,
38 and 40, Queen's Road Central, Victoria,
Hongkong, on or before the 17th October,
1900.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd October, 1900. [2566]

HONGKONG JOCKEY CLUB.

NOTICE.
THE ANNUAL GENERAL MEETING
of Members of the above Club will be
held at the CITY HALL on SATURDAY, the
13th October, at 12 o'clock NOON.
By Order.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th September, 1900. [2558]

HONGKONG JOCKEY CLUB.

NOTICE.
AN EXTRAORDINARY GENERAL
MEETING of Members of the above
Club will be held in the CITY HALL on
SATURDAY, the 13th October, at 12.15 P.M.,
for the purposes set forth in the Notices that
are being posted to the Members.
By Order.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th September, 1900. [2559]

DR. NOBLE,
DENTAL SURGEON.

HAS returned to the Colony and RE-
SUMED PRACTICE.
Hongkong, 19th September, 1900. [2453]

BANKS.

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)
AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000
HEAD OFFICE—TAIPEH, FORMOSA.
JUICHI SOTEDA, Esq., President.
Head Office Manager: HISOMI KAWASAKI,
Esq.

BRANCHES AND AGENCIES.
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hankow Moji
Tainan London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Nanchang Chemulpo Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Accounts 5 1/2% per annum
On Fixed Deposits for 12 months 4 per cent.
On Fixed Deposits for 6 months 3 1/2% per annum
On Fixed Deposits for 3 months 3% per annum

Credits granted on approved Securities and
every description of Banking and Exchange
business transacted.
Drafts granted on the chief commercial
places both in Japan and abroad.
Further particulars may be obtained on
application.
HIROMI KAWASAKI,
Manager.
Taipei, 5th October, 1900. [2590]

THE NATIONAL BANK OF CHINA
LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £324,374
HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAU, Esq.,
Chief Manager,
Geo. W. F. PLATFAIR.

Interest for 12 Months Fixed 5%
Hongkong, 23rd March, 1899. [19]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE 2,000,000
RESERVE LIABILITY OF PROP'ORS \$10,000,000

COURT OF DIRECTORS.
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.,
Hon. R. M. Gray,
A. Haupt, Esq.,
Hon. J. J. Keewick,
D. Moyer Moses, Esq.,
H. W. Slade, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per
Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 3 1/2% per Annum.
For 6 months, 3 3/4% per Annum.
For 12 months, 4% per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Rules
may be obtained on application.
INTEREST on deposits is allowed at 3 1/2
PER CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [18]

THE BANK OF CHINA & JAPAN,
LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHARE-
HOLDERS fully £425,000
£635,000

HEAD OFFICE:
38, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore
AGENCIES:
Yokohama, Kobe, Peking, Bombay, Calcutta,
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:
The Bank of England and the Capital and
Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts 2 per cent
Fixed Deposits 7 months 4 1/2%
Do. 12 months 5%
Do. 18 months 5 1/2%

The Bank buys and sells and receives for col-
lection Bills of Exchange on, and transacts
general Banking business with, the above places.
Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
RESERVE FUND £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 3 1/2% per annum on the Daily balance.
ON FIXED DEPOSITS—
For 12 months 4 1/2%
" 6 months 4%
" 3 months 3 1/2%
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at
the rate of 2 1/2% per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 months 3 1/2%
" " " 3 months 3%
T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [51]

YOKOHAMA SPECIE BANK,
LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,190,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokyo Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARIS BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
On fixed deposits for 12 months 5 1/2% per annum.
" " " 6 months 5%
" " " 3 months 4 1/2%
S. CHOW,
Hongkong Manager

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share and General Brokers, corner Lee House Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
50 and 52, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local and General Building, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated Waters, Wines, Boars, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 59a, Queen's Road Central.

DENTISTS

WONG HOI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers, Low Prices, 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter, 67 and 69, Queen's Road.

FLOUR

SPERRY FLOUR COMPANY.
Proprietors of the following Celebrated Brands of Flour: "Sperry's," "Golden Gate," "Pioneer," "Euckys," "Anchor," &c.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Furniture, Kitchen Fittings and Accessories, 17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguiar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silverware, Watchmakers, Japanese Curious and Blackwood Furniture, Opposite Post Office, 34, Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Niplo.

WAI LOONG.
Gold and Silverware, Silk Dresses, Crêpe Shawls, Ivory Lacquerware, Fans, Curious, Birds, Human Hair, Feather, 58, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING COMPANY. Head office, 62a, Queen's Road Central. Fittings of every description for the Acetylene Light at lowest rates.

MERCANTILE AGENT

WOODS & CO.
Dundell Street Agents for American and European Export Houses.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in Hongkong. Established 1850. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c., Lee House Street.

E HING.
Engraving, Developing, Printing, Modern Plates, 29a, Queen's Road East.

MEE CHEUNG.
Lee House Street, Top Floor. Permanent Enlargements, Groups, Views, etc. Developments, Prints, American Enlargements.

M. MUMBY, JAPANESE ARTIST.
Engraving and General Enlargements. Work done for American, Queen's Road, Cl.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN.
Marine and Portrait Painter, 50, Queen's Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl. also Wanchai. Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Matting, all Colours, 18, Praya Central.

SILK GOODS, DEALERS

TEJUMUL POHUSING.
Dealer in Chinese, Indian and Japanese Goods, Silks, Woollen and Cashmere Shawls and other Sundry Goods, 4, D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Lace, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNK.
Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware, Engineers, Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND.
Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.

TAILORS

AL-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.
Naval, Military and Court, 18, Queen's Road, Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hoisiers, Drapers, 55, Queen's Road, Central.

TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters, Hoisiers, and Drapers. Chinese Silk of all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars, 25, Pottinger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT.
1 and 3, Leoying Street East. AGENTS FOR W. KERRY & CO., 37, Calle San Jacinto, Manila, "Windsor Lady" and "The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Anlogue, Manila.

NOTICE TO MARINERS.
No. 121 (SPECIAL).

CHINA SEA.
SHANGHAI DISTRICT.

DANGEROUS SHOAL TO EASTWARD OF THE GREAT YANGTZE BANK.

NOTICE is hereby given that Captain W. JAMIESON, of the S.S. *Chiquen*, reports that this vessel, when in latitude 32° 10' North and longitude 125° 10' East (approximate), and drawing 20 feet, struck something, causing her to heel slightly.

As this position is practically the same as that in which the S.S. *Socotra*, drawing 20 feet, experienced a severe shock in June last, and in the neighbourhood in which the S.S. *Shang-hai* obtained soundings of 9 fathoms in 1896, it appears certain that a shoal with 20 feet of water or less over it exists in this locality.

British Admiralty Chart No. 2412 (large corrections October 1897) shows 23 fathoms near the above position.

W. FRED. TYLER,
Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th September, 1900. [2547]

MUSIC LESSONS.

M. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitarra.
(For terms, &c. apply to)
ROBINSON PIANO CO.

LANE, ORAWFORD & CO.
Hongkong, 7th September, 1900. [2370]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had of Messrs. KERRY & WALKER, LD., Daily Press Office, Hongkong, 25th October, 1899. [2370]

SCIENTIFIC MISCELLANY.

THE NEW FORESTRY-FAMINE FORECASTING.
—ELECTRIC FURNACE—ACHIEVEMENTS—LIQUID AIR—EXPLOSIVES—PHOSPHORESCENCE IN A MAGNETIC FIELD—INEFFECTIVE INOCULATION—THE CONQUEST OF HAIL-CLOUDS—A NEW HORN—SLATE PAINT.

The modern practice of the forestry schools of France and Germany is stated by Mr. John Simpson to be the checking of the lateral growth of two trunks by closely surrounding them with smaller trees. These are the advantages claimed. The general theory of the system is that thick planting at the outset, and dense culture throughout, are the first essentials in the production of good timber; that thick planting leads to the early formation of the overhead canopy, promotes growth in height, and protects the soil, preserving its fertility, and keeping it more uniform in temperature and moisture than where more exposed; that density, or crowding, causes early struggle for existence, in which the trees while young lose their lower branches, becoming free from knots and more cylindrical in stems; and that the yield of timber to the acre is greater than by any other system. The European foresters consider that oak timber is at its best when the tree is 150 years old, and that elm, ash and beech reach maturity in about 125 years.

The famine-causing droughts of India are found by Mr. E. D. Archibald to have some connection with the sun-spot cycle, although with sufficient irregularity to prevent trustworthy prediction. Extensive droughts occur in the dry area of Southern India at intervals of nine to twelve years, and usually, but not regularly, about a year before the sun-spot minimum. When severe, famine follows in the next year. A severe drought in the peninsula of Southern India is followed by a severe drought and ensuing famine in Northern India in about five cases in seven; and there is also a tendency to summer droughts in Northern India in years of maximum sun-spot, connected in some way with the abnormal high pressure prevailing over Western Asia at such epochs.

Since 1892, Moissan has produced, in his electric furnace, diamonds and other precious stones, graphite, chromium, manganese, uranium, vanadium, zirconium, silicon, aluminum, etc. He hopes soon to obtain pure iron, which does not yet exist, and which he supposes to be silvery-white, flexible and strong.

Tests of liquid air for blasting, begun at a German colliery about three years ago, are being systematically continued at one of the largest factories for explosives in Europe. The explosive compound is formed by adding some carbonaceous substance, and many different mixtures have been studied, some of them proving very dangerous on account of high inflammability and, too sudden detonation. Good results have been lately obtained with equal parts of paraffin and charcoal, the filled cartridge being soaked in liquid air or having the liquid poured into the wrapper. In practical mining, a probable method would be to take a tank of liquid air to the working place, and then deposit it in a wire basket of cartridges, allowing these, to remain until the moment of using. Complete sealing requires about ten minutes. A cartridge 8 inches long by 2 inches in diameter weighs, 11½ ounces when filled with a mixture of kieselguhr, tar and tar-oil, and it absorbs 24½ ounces of liquid air. So rapid is the deterioration that it would be necessary to use a cartridge of this size within fifteen minutes after removal from the liquid. With carbon materials of the petroleum variety and highly-oxygenated liquid air, it is possible to obtain an explosive compound of greater strength than blasting gelatin, but safer mixtures are less strong.

If phosphorescence is due to vibration of material particles, it would seem that magnetism might affect it. Taking long tubes of sulphide of lime, sulphide of zinc, nitrate of uranium, and other more or less phosphorescent substances, M. Alexandre de Heupline has placed a portion of their length under the influence of powerful magnets, but in no case could any influence upon the phosphorescence be detected. The tubes remained uniformly lighted in the dark, the brightness gradually and uniformly lessening.

Serum treatment for drunkenness is no new thing. Dr. Crovelly, of Sydney, has tested it for two years, inoculating with serum from a long-intoxicated calf, and has been forced to conclude that the lessening of appetite for liquor noted for two or three days is due entirely to imagination. Inoculations with water had the same temporary effect.

The roadside trees about Salem, southern India, are mostly tamarind, whose fruit is sold, but whose scanty shade is said to be so harmful.

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen months I was a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as aninals, electricity, Turkish Baths, and above all uselessly employing physicians, I considered myself incurable, especially so, when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the constant use of your wonderful remedy cured me, with the help of God, of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at Re. 1 per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LD. 1899-1900.

that cattle never seek it and vegetation dies in it.

The progress made up to July in keeping hail from crops by cannon-firing has been reported by V. Verpelet, of Villefranche. A special form of cannon is used, and trigonometric measurement shows that the atmospheric whirl set up by its discharge may reach a height of more than a mile. The commotion produced in the clouds transforms the hail into rain. In experience in the Rhone Valley, it has been found that each gun protects about 60 acres, the cost of the station being a little less than \$1,000 per acre, and the annual expense of maintenance—allowing 500 shots—about 65 cents per acre. Prompt and concerted action is ensured by a code of signals. The confidence felt in the system is indicated by the fact that 15,000 shooting stations have been already established in Italy, while insurance companies have reduced their premiums 33 per cent. in protected districts.

Hardened casein, more or less opaque, has long been used as a substitute for horn and similar materials. To make a clear solution that dries into a transparent horny substance, A. Spitteler, of Prien, Bavaria, swells the finely divided dry casein 3 or 4 times its weight of water and then adds about one-tenth as much caustic soda in the form of a five per cent. solution. On standing a couple of hours, the jelly at first formed separates into a clear liquid and a sediment, and the liquid must be decanted or siphoned off.

This method of producing artificial slate is given by a German authority. Solid potash water glass and soda water glass, 1 part each, are finely powdered in a mortar, and boiled 90 minutes in 12 parts of soft water, when they are completely dissolved. A pulp is then made by grinding 7 parts of natural slate with 1 part of lampblack. This is added to the water glass solution, and the rather thick mass is brushed upon tin plates, previously roughened with sandstone.

The curious fact has been noticed that in hundreds of photographs of athletes, taken at the instant of victory, only one shows a pleasant expression.

FROM MR. L. CECIL RHODES.

When a man tells me that he has had neither bite nor spur for twenty-four hours it is hardly needful for him to add that he feels faint and hungry. We infer that, and order him a "ro" of hot soup and something solid to follow off the joint.

On the same lines of reasoning, after Mr. L. Cecil Rhodes, of 11, North Street, Prospect Road, Tunbridge Wells, writes—as he did on the 22nd of June, 1898—that he had suffered for many years from indigestion and deranged stomach, he might have omitted to mention that he habitually felt weak and low-spirited.

For there is no complaint which has so direct and damaging an influence on the mind as dyspepsia. Indeed, it is virtually a fact that the stomach is the seat of the affections and sensations if not of the intelligence. Before you say "Stuff" or "Boh" to this, I advise you to consult the authorities—the highest and best of them.

Well, Mr. Rhodes, for his part, goes on to mention other points about his experience which ought to interest more people than ever heard of Tunbridge Wells, beautiful as that is, especially up on the hills in summer.

"My appetite was poor," he says, and we believe it; for when the stomach cannot "get away" with food Nature does exactly what you would expect her to do; she shuts off your relish for your meals. Otherwise, you see, you would be rushing in eating, and so make matters worse.

"I sat at table with the rest," says Mr. Rhodes, "but I could only look on; I couldn't eat, albeit I needed food probably more than anybody else in the company. And when I yielded to the temptation and took a meal—as sometimes I was obliged to, in order to keep going, I would have pain at the chest and under the shoulder blades."

"I was almost constantly belching wind and throwing a sour fluid. Better and worse I went, along in this way for years—dragging, hopeless years they were too."

"In August, 1897, I was one day seized with a more violent pain in the stomach than any I ever had before; my agony was so great I thought I was going to die. In great alarm my wife brought in a neighbour and they gave me brandy."

"The neighbour then urged me to take Mother Seigel's Syrup, saying it would cure the stomach complaint, which was the cause of all my pain and misery. I followed this advice, and was speedily relieved, and a little later was able to eat and digest naturally."

"My wife had the same complaint, and is now one and well through the use of the same remedy. You are free to publish my statement."

FOR SALE:
In addition to the BLICK-ENDERFER TYPE-WRITER, we manufacture a complete line of DESKS, roll and flat top, TYPE-WRITER CABINETS, OFFICE TABLES and FURNITURE, SUSPENSION Letter Document and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICKENDERFER MANFG. CO.
325, Broadway, New York City.
Cable Address: "Blick."
Hongkong, 24th October, 1899. [2677]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 5th October, 1899. [1769]

TO LET.

TO LET
(Till 3 TH APRIL, 1901).

TWO HOUSES at PEAK known as BISHOP'S LODGE, ONE FURNISHED AND ONE UNFURNISHED.

Apply to—
LINSTEAD & DAVIS.
Hongkong, 27th September, 1900. [2612]

TO LET.

ONE LARGE ROOM (THIRD FLOOR, QUEEN'S BUILDINGS, 13, PRAYA CENTRAL, now known as 20, DES VEAUX ROAD CENTRAL. ROOMS on 2ND FLOOR.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. [61]

TO LET.

From the 1st November Next
"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS COURT.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 1st October, 1900. [2545]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. [1945]

TO LET.

FROM the 1st October—FOUR ROOMS and COMPARADORE OFFICES on the 1st Floor No. 16, DES VEAUX ROAD, at present in the occupation of Deutsche Asiatische Bank.

Apply to—
SEE WOO.
No. 60, Queen's Road Central, Hongkong, 19th September, 1900. [2454]

APARTMENTS TO LET, FURNISHED WITH BOARD.

FOR particulars address—
"MYRTLE,"
Care of Daily Press Office,
Hongkong, 24th September, 1900. [2523]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD,
Hongkong, 29th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 29th August, 1900. [2293]

JACK A YOUNG & CO.,
Nos. 76 & 78, DES VEAUX ROAD (OLD PRAYA CENTRAL).

NOTICE is hereby given that WING KIT and A TYE are no longer connected with the above firm, both having been dismissed as foremen. On and after the 22nd September we shall not be responsible for their liabilities or their dealings, &c., &c.

Customers are respectfully requested henceforth to communicate direct with this firm, or through our Assistants who are authorised to go on board vessels for orders for gear, &c., &c.
Dated Hongkong, 22nd September, 1900. [2468]

HOKKAIDO TANKO TETSUDO KWAISHA.

YUBARI AND SORACHI COALS.

SINCE we have completed the installation of COMPRESSED AIR and ELECTRIC DRILL MACHINES for the purpose of enlarging the scope of our MINING BUSINESS, the daily out-put has steadily increased so as to enable us to meet any large demand at short notice. Moreover the method of loading in the ports of OTARU and MOROBAN having been improved, loading and bunkering can be conducted more promptly than before.

All orders carefully and promptly executed. For particulars apply to the Company.
No. 13, MINAMI IRIKAWA, KYOBASHI-KU, TOKYO.

Telegraphic Address: "TANKO," TOKYO.
Codes used:—A I & A B C 4th Edition.
Agents for Hongkong—
HUGHES & HOUGH,
5, Praya Central.

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

WM. SCHMIDT & CO.,
Gunsmiths,
Hongkong, 22nd September, 1900. [1213]

CARBOLINEUM-ABENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.

Sole Agents for China,
LUTGENS, EINSTEIN & CO.,
Hongkong, 31st August, 1897. [33]

BUSINESS NOTICES.

房藥館芝廣

KWONG CHI KOON

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON &c. VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON VIA SUEZ CANAL	PATROULUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th inst.
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Dickens	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 18th Nov.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	Duchateau	MELCHERS & CO.	On 17th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	LEONIE	Ger. str.	—	Duchateau	MELCHERS & CO.	On 8th inst. at 1 P.M.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES & LONDON DIRECT	TAMBA MARU	Jap. str.	—	J. W. Wals	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 27th inst. at Noon.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Schlaacke	CARLOWITZ & CO.	On or about 31st inst.
HAVRE & HAMBURG	SABINA	Ger. str.	—	Schlaacke	CARLOWITZ & CO.	On or about 10th Nov.
NEW YORK VIA SUEZ CANAL	KONIGSBERG	Ger. str.	—	Schlaacke	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	MARIA DE LARRINAGA	Brit. str.	—	Dodwell	DODWELL & CO., LIMITED	On or about 6th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 15th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOH, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Panten	DODWELL & CO., LIMITED	On 16th inst.
PORTLAND, OREGON VIA JAPAN	HONGKONG MARU	Jap. str.	—	T. M. STEVENS & CO.	TOYO KISEN KAISHA	On 30th inst.
SAN FRANCISCO VIA AMOY &c.	CHINA	Amr. str.	—	A. E. Moses	PACIFIC MAIL S. S. CO.	On 6th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIS	Brit. str.	—	Moore	O. & O. S. S. CO.	On 13th inst. at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	CARLEISLE CITY	Brit. str.	—	Lyons	BUTTERFIELD & SWIRE	On 23rd inst.
SAINT DIEGO, &c. VIA SHANGHAI, &c.	YAWATA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 20th Nov.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
YOKOHAMA	RELLEROPHON	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 12th Nov. at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	Allegre	MELCHERS & CO.	On or about 7th inst.
KOBE	CHANGSHA	Brit. str.	—	F. W. Scholz	MELCHERS & CO.	On 8th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	Dowson	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI & KAOCHOU	SOCIOTA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	On or about 12th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGMOON	Brit. str.	—	K. Kasugawa	TOYO KISEN KAISHA	On 7th inst. at Daylight.
SHANGHAI	WOOSUNG	Brit. str.	—	S. Atsuni	TOYO KISEN KAISHA	On 17th inst. at Daylight.
SHANGHAI	CHUSAN	Brit. str.	—	K. Suzuki	TOYO KISEN KAISHA	On 10th inst.
SHANGHAI	TAMSU MARU	Jap. str.	—	E. W. Almond	TOYO KISEN KAISHA	On 8th inst. at 5 P.M.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	Sartorio	CARLOWITZ & CO.	On 23rd Nov. at Noon.
SWATOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	—	Muhle	MELCHERS & CO.	Quick despatch.
FOCHOH VIA SWATOW & AMOY	MEMUIR	Brit. str.	—			
MANILA DIRECT	CHANGSHA	Brit. str.	—			
MANILA	BORNEO	Ital. str.	—			
SINGAPORE, PENANG & CALCUTTA	SANDAKAN	Ger. str.	—			
SANDAKAN						

SHIPPING.

ARRIVALS.
Oct. 4, CHOTSANG, British str., 1,150, Bowker, Canton 3rd October. General—JARDINE, MATHESON & CO.
Oct. 4, MALACCA, British str., 2,615, E. G. Andrews, Yokohama 20th Sept. General—P. & O. S. N. Co.
Oct. 4, UELANA, British transport, 3,384, Jas. Wilson, R.N.R., Calcutta 17th September.
Oct. 4, AGAMEMNON, British str., 4,461, H. Nish, Singapore 20th Sept. General—BUTTERFIELD & SWIRE.
Oct. 4, FORMOSA, British steamer, 4,045, A. G. Cabitt, Weihaiwei 29th Sept.—P. & O. S. N. Co.
Oct. 4, KYOTO MARU, Jap. str., 1,680, Sakurai, Moji 20th Sept. General—M. B. KAISHA.
Oct. 4, MINATUN, British str., 1,288, R. W. Almond, Manila 1st Oct. Heavy and General—SHEWAN, TOMES & CO.
Oct. 4, TAISHAN, Amr. str., 1,218, Pattison, Haiphong 2nd Oct. and Hoilow 3rd, General—A. G. MAURY.
Oct. 4, TAMBU MARU, Jap. str., 1,075, Nagata, Tamsui, Amoy and Swatow 3rd Oct. General—M. B. KAISHA.
Oct. 4, YIKSANG, British str., 881, J. Kynoch, Swatow 3rd October. General—JARDINE, MATHESON & CO.
Oct. 4, MOMBASSA, British transport, 3,034, G. G. C. Stevenson, Weihaiwei 29th Sept.
Oct. 4, TAKIOHIO, Japanese cruiser, 400, Tokio, Amoy 3rd October.
Oct. 4, WOOSUNG, British str., 1,109, Dowson, Shanghai 29th September and Swatow 3rd Oct. General—BUTTERFIELD & SWIRE.
Oct. 4, SABLE, RICKERS, British str., 680, Nashot, Calcutta 25th September, Kerosene—ARNOLD, KALBERG & CO.
Oct. 4, PORT ANTHUS, British str., 207, Helle, Rotterdam and Singapore 24th September, General—DODWELL & CO., LTD.
Oct. 4, TAIWAN MARU, Japanese str., 1,482, Yoshikawa, Mororan 25th Sept. General—NIPPON YUSEN KAISHA.
Oct. 4, CANTON RIVER, British dredger, Mollison, Greenock and Singapore 23rd Sept.
Oct. 4, YEDO MARU, Japanese str., 1,068, Saito, Kaulung 1st October, General—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office, 4th October.
Sachem, Amr. bark, for New York.
Hue, French str., for Hoilow.
Biyo Maru, Japanese str., for London.

DEPARTURES.

Oct. 4, OLDENBURG, Ger. str., for Shanghai.
Oct. 4, HONGKONG, French str., for Haiphong.
Oct. 4, SAENIA, German str., for Nagasaki.
Oct. 4, GLOUCESTER CITY, British str., for Sourabaya.
Oct. 4, KWANGLEK, British str., for Shanghai.
Oct. 4, CHOYANG, British str., for Swatow.
Oct. 4, LOUDIANA, British transport, for Taku.
Oct. 4, NUDDEA, British transport, for Taku.
Oct. 4, WABORA, British transport, for Taku.
Oct. 4, WARDRA, British transport, for Taku.

VESSELS IN DOCK.

At the Harbour Master's Office, 4th October.
Sachem, Amr. bark, for New York.
Hue, French str., for Hoilow.
Biyo Maru, Japanese str., for London.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.
FOR YOKOHAMA.
THE Company's Steamship
"BELLEPHONON,"
Captain Lyons, will be despatched as above TO-DAY, the 5th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd October, 1900. [2565]

NOTICE.

STEAM FOR SANDAKAN.
Calling at KUPAT if sufficient inducement offers.
THE Company's Steamship
"SANDAKAN,"
Captain Muhle, will be ready to load for the above port TO-MORROW, the 6th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 4th October, 1900. [2574]

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"MARIA DE LARRINAGA"
will be despatched for the above port on or about the 6th October, 1900.
For Freight, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 21st September, 1900. [2472]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"TAMSU MARU,"
Captain K. Kasugawa, will be despatched for the above ports on SUNDAY, the 7th inst. at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 1st October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Alligre, will be despatched for the above ports on or about SUNDAY, the 7th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd October, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 8th October, 1900,

at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Polynicia*, which vessel takes on her Passengers and Mails, leaving that port on the 20th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 7th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th September, 1900. [2]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUIR,"

Captain R. W. Almond, will be despatched as above on MONDAY, the 8th inst. at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd October, 1900. [2561]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOH VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th October.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th September, 1900. [2574]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 12th Oct., at DAYLIGHT.
N. Trent		
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 18th Oct., at NOON.
E. W. Haswell		
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th Oct., at DAYLIGHT.
J. W. Wals		
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th Oct., at 4 P.M.
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900.

"EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900.

"EMPEROR OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Polder Street.

Hongkong, 29th September, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TIRRETT, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE, BREMEN and HAMBURG	On 8th October.
Capt. Jager	(London with transshipment in Hamburg)	Freight.
ASTORIA	NEW YORK VIA SUEZ CANAL	About 15th October.
Capt. Hildebrandt		Freight.
BAMBERG	HAVRE & HAMBURG	About 23rd October.
Capt. Jacobs	(London with transshipment in Hamburg)	Freight.
SAENIA	HAVRE & HAMBURG	About 31st October.
Capt. Schleifke	(London with transshipment in Hamburg)	Freight and Passage.
KONIGSBERG	HAVRE & HAMBURG	About 10th November.
Capt. Schilder	(London with transshipment in Hamburg)	Freight and Passage.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTDAFFER DIENST.

Hongkong, 21st September, 1900. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
DAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PREUSSEN	WEDNESDAY	9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	23rd January, 1901.
SACHSEN	WEDNESDAY	6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	20th February, 1901.

ON WEDNESDAY, the 17th day of October, 1900, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 4th October, 1900. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Panten	October 16
BEAUMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA and Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 26th September,

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 14th September, 1900.

[5] UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA"

Capt. Hildebrandt will be despatched for the above port on or about 10th October.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

[2312] NAVIGAZIONE GENERALE ITALIANA (FIORIO AND TURBATO UNLIMITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AFRICAN PORTS up to

CALCUTTA.

Taking Cargo at through rates to PERSIAN GULF and BAHABAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA"

Captain Sartorio, will be despatched as above on THURSDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd October, 1900.

[7] FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OVERLAND PORTS).

THE A.I. Steamship

"MONMOUTHSHIRE"

will be despatched on or about the 20th inst.

For Freight and Passage, apply to

T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900.

[2570] NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINT every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1900.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain S. Barnham, carrying Her Majesty's Mails, will be despatched from this Office on SATURDAY, the 13th October, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Text for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MAESHAU, Acting Superintendent.

Hongkong, 1st October, 1900.

[1] U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, 1900, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, 1900, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, 1900, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th September, 1900.

[3] OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS"

Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900.

[2374] THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1900.

[1443] OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, 1900, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, 1900, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900.

[4] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO and SAN DIEGO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 5th October, 1900.

[14] NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong.

NORWOOD, British ship, Theo. Roy.—Order.

ADATO, British str., McIntyre—Admiralty.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, 1900, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, 1900, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

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Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900.

[4] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 5th October, 1900.

[14] NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong.

NORWOOD, British ship, Theo. Roy.—Order.

ADATO, British str., McIntyre—Admiralty.

HONGKONG STEAMERS.

Adato, British steamer, 2,145, McIntyre, Oct. 3, Admiralty.

Agamemnon, British str., 4,461, Nish, Oct. 4, Butterfield & Swire.

Akashi Maru, Jap. str., 974, Suzuki, Sept. 30, M. B. Kaisha.

Babelberg, Ger. str., 1,378, Beckmann, Sept. 21, East Asiatic Trading Co.

Bellerophon, British str., 1,312, Lyons, Oct. 1, Butterfield & Swire.

Bingo Maru, Jap. str., 8,870, Davies, Oct. 3, Nippon Yusen Kaisha.

Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co.

Cymeline, British str., 2,150, Edward, Sept. 24, Swire, Nod & Co.

Empress of China, British str., 3,003, Archibald, Oct. 2, C. P. & Co.

Energon, British str., 2,069, Chaplin, Oct. 1, Butterfield & Swire.

Formosa, British str., 4,045, Cubitt, Oct. 4, P. & O. S. N. Co.

Hermes, Norwegian str., 849, Jensen, Sept. 26, Jardine, Matheson & Co.

Hongkong Maru, Jap. str., 3,437, Fisher, Sept. 26, Toyo Kisen Kaisha.

Hue, French steamer, 704, Godinau, Oct. 3, A. R. Marty.

Kong Beng, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.

Kyoto Maru, Jap. str., 1,666, Sakurai, Oct. 4, M. B. Kaisha.

Legault, American str., 553, Icker, Sept. 23, Linmaga, Herman.

Malacca, British str., 2,615, Andrews, Oct. 4, P. & O. S. N. Co.

Maria Teresa, Aust. str., 1,321, Raskevich, Oct. 2, Sander, Weller & Co.

Meamuir, British str., 1,238, Almond, Oct. 4, Sheeran, Thomas & Co.

Nanyang, German str., 983, Lehmann, Oct. 1, Siemens & Co.

Ovi, British steamer, 1,951, Pinkham, Oct. 1, Dowell & Co. Limited.

Port Arthur, British str., 907, Hells, Oct. 4, Dowell & Co. Limited.

Sahine Rickover, British str., 600, Nasbet, Oct. 4, Arnold, Karberg & Co.

Sandakan, German str., 2,111, Muhle, Sept. 29, Melchers & Co.

Siam, British steamer, 992, Holton, Oct. 3, Bradley & Co.

Taisuan, Amr. str., 1,216, Pattison, Oct. 4, Chinese.

Taiwan Maru, Jap. str., 1,482, Yoshikawa, Oct. 4, Nippon Yusen Kaisha.

Tamsui Maru, Jap. str., 1,075, Nagata, Oct. 4, M. B. Kaisha.

Wongkoi, German str., 1,113, Pigot, Sept. 29, Butterfield & Swire.

Woonan, British str., 1,109, Dowson, Oct. 4, Butterfield & Swire.

Yodo Maru, Japanese str., 1,068, Saito, Oct. 4, Jardine, Matheson & Co.

Yikang, British str., 881, Kynock, Oct. 4, Jardine, Matheson & Co.

SAILING VESSELS.

Benjamin Sowell, American ship, 1,345, Sowell, Sept. 23, Order.

Bittern, British str., 399, Askin, Aug. 28, Siemens & Co.

E. J. Ray, American bark, 956, Kasten, Sept. 30, Hamling, British ship, 1,649, Caldwell, Aug. 30, Standard Oil Co.

Mannell Llaguno, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co.

President, British bark, 750, Munro, Aug. 24, Siemens & Co.

Queen Margaret, British bark, 1,930, Logie, Oct. 2, Standard Oil Co.

Saehun, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co.

Standard Oil Co.

Stanfield, British bark, 562, Wilson, June 22, Order.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacriti, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algrine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.

THE WEATHER

[illegible][illegible]

Pedregales		29.07								M. W. Williams
Catalpa	"	30.15	72	76	8	3	ov			
Silvery Peak	"	30.05	78	10		0	0			PEARL HOTEL.
Ambly	"									Mr. Andrew Batters
Swatow	"									Mr. J. W. C. Honner
Canton	"									Mr. J. E. Lee
Hongkong.	10 a.	29.00	77	74	ENR	5	oq			Mr. H. P. L. Haynes
Vietnam Peak	"				ENR	5				Mr. C. Gordon Mackie
Gasp Rock	"	20.34			ENR	6				Mr. K. Martan
					ENR	6				Mrs. A. M. McCarthy
					ENR	6				and child.

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[illegible]

day & p.m.	at 10 a.m.
51 13	50 03

Temperature	77	71	Miss B. Anderson	Rev. H. Goodman Jones
Wetbulb	74	70	Miss J. James Anderson	son
Direction of wind	ENE	ENE	Miss Lelia	Mr. John A. Boss
Force	4	0	Elsop Barton	Conrad Volpietti
Weather	0	b	Mrs. A. Sharpe	Mladena Volpietti
Rain	0	b		

Highest open air temperature on the 3rd

Lowest open air temperature on the 3rd

Hongkong Observatory, 6th October.

MESSRS. FALCONER CO.'S REGISTER, 4th Oct.

barometer W.M. 29.53 Therm. W.M. (Wet bulb) 74

barometer F.M. 29.50 Therm. F.M. (Wet bulb) 74

barometer C.M. 29.53 Therm. C.M. (Wet bulb) 73

Thermom. W.M. 28.53 Therm. F.M. 28.53 Therm. C.M. 28.53

Thermom. W.M. 83 Therm. F.M. 83 Therm. C.M. 83

Mr. Anderson

Mr. A. H. Barnard

Mr. L. H. Christie and child

Mrs. L. C. D. Frampton

Mr. Eucl. Lander

Mr. C. K. Malgady

Mrs. L. A. Muir

Mrs. L. Ribiere

Dr. and Mrs. C. Roddy

Mrs. E. F. Stovell and child

Dr. J. C. Thomson

WATERBURY HOTEL

[illegible]

III	7 21	4 9	0 20
	0 50 a	3 8	
III	0 30	4 10	III 0 12

YAPAK.									
Sun.	7	m	1 58	3 9	m	1 14	2 10	2 10	2 10
			7 58	4 9	m	1 10	2 10	2 10	2 10
Mon.	8	m	8 58	4 9	m	2 3	0 11	0 11	0 11
			8 58	4 9	m	2 3	0 11	0 11	0 11
Tues.	9	m	9 58	4 7	m	3 3	0 11	0 11	0 11
			9 58	4 7	m	3 3	0 11	0 11	0 11
Wed.	10	m	10 58	4 5	m	2 57	0 11	0 11	0 11
			10 58	4 5	m	2 57	0 11	0 11	0 11
Thurs.	11	m	11 16	3 8	m	4 22	0 11	0 11	0 11
			11 16	3 8	m	4 22	0 11	0 11	0 11

OKKAI DO TANKO TETSU
KAISHA

HONGKONG COLLIERY AND RAILWAY CO.		HONGKONG, 18th August 1886.		1221
CAPITAL		ANNUAL OUT-PUT		
YEN 12,000,00		800,000 Tons.		
<p>PORTS OF EXPORT— OTARU AND MURORAI.</p> <p>THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be ob-</p>				

Tokyo, Yokohama, Otaru,
Hankow, Hongkong, and other princ

OFFICE: MINAMI, IIDAMACHI, TOKYO.
 JAPAN
 Telegrams: "HANKO" TOKYO.
 HUGHES & HUGH,
 Agents for Hongkong. (49)

GENERAL STOREKEEPERS.
 No. 11, LEE YEE STREET, HONGKONG.
 HONGKONG, 25th JULY, 1900. (2074)

AMERICAN SYSTEM
 OF
 DENTISTRY
 No. 22, QUEEN'S ROAD, CENTRAL
 CHANGHAI KNEW
 (LAST OF FOUNTAIN & NOBLE)
 HONGKONG, 18th September 1892. (2412)

Sole Agents.

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [2724]

SURGEON DENTIST
NO. 10, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1899. [2482]

PEERLESS SCOTS WHISKIES.
OF
HAIG & HAIG, LD., DISTILLERS SINCE 1679
3 Star, SPECIAL - The finest of all. "Fog" WHISKIES at
5 Star, LOQUIET - Known to be the "Fog" Whiskies at
4 Star, SPECIAL - The finest of all. "Fog" WHISKIES at
5 Star, LOQUIET - Known to be the "Fog" Whiskies at

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3 Star, SPECIAL - The finest of all. "Fog" WHISKIES at
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Stop drinking rank, Smoky &
HAIG & HAIG'S WHISKY

Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
 [1815]
 Printed and Published by ALFRED JENNINGS & Co. at the Press of the Central
 City of Victoria, Hongkong.